

Table Of Contents

Applicant: Illinois Department of Transportation
Application Number: IPR2009000057
Project Title High-Speed Intercity Passenger Rail (HSIPR) Program: Track 3 -
Planning for feasibility of 220 mph between Chicago and St. Louis.
Status: Submitted

Online Forms

1. SF-424 Application for Federal Assistance (Version 2.0)
2. SF-424A Budget Information - Non-Construction Programs
 - (Filing Detail): See supporting Document 424A
3. SF-424B Assurances - Non-Construction Programs
4. SF-LLL Disclosure of Lobbying Activities

Additional Information to be Submitted

1. HSIPR Track 3 - Planning Application Form (Required; Upload your own document as an attachment)
 - (Upload #1): 220 MPH application
2. Federal Railroad Administration Assurances & Certifications (Required; Upload template as an attachment)
 - (Upload #2): Assurances & Certifications
3. Comprehensive Executed Partnership Agreements (Optional; Upload your own document as an attachment; Required prior to award)
4. Map of Planned Investments (Optional; Upload your own document as an attachment)
 - (Upload #3): 220 MPH Map
5. Additional Supporting Documents (Optional; Upload your own document as an attachment)
 - (Upload #4): Attachment to 424 Section 16
 - (Upload #5): 220 Cross Sections
 - (Upload #6): Illinois Legislation

Note: Upload document(s) printed in order after online forms.

Application for Federal Assistance SF-424

Version 02

| | | | | | | | | | | | | | | | | | | | |
|---|---|---|--|---|---|---|--|---|---|--|--|-----------------|--|------------------|---|-------------------|---|-----------------------------|--|
| * 1. Type of Submission: <input type="checkbox"/> Preapplication <input checked="" type="checkbox"/> Application <input type="checkbox"/> Changed/Corrected Application | | * 2. Type of Application: <input checked="" type="checkbox"/> New <input type="checkbox"/> Continuation <input type="checkbox"/> Revision | | * If Revision, select appropriate letter(s): <div style="border: 1px solid black; height: 15px; width: 100%;"></div> * Other (Specify) <div style="border: 1px solid black; height: 15px; width: 100%;"></div> | | | | | | | | | | | | | | | |
| * 3. Date Received: <div style="border: 1px solid black; padding: 2px;">08/24/2009</div> | | 4. Applicant Identifier: <div style="border: 1px solid black; height: 15px; width: 100%;"></div> | | | | | | | | | | | | | | | | | |
| 5a. Federal Entity Identifier: <div style="border: 1px solid black; height: 15px; width: 100%;"></div> | | * 5b. Federal Award Identifier: <div style="border: 1px solid black; height: 15px; width: 100%;"></div> | | | | | | | | | | | | | | | | | |
| State Use Only: | | | | | | | | | | | | | | | | | | | |
| 6. Date Received by State: <div style="border: 1px solid black; padding: 2px;">08/24/2009</div> | | 7. State Application Identifier: <div style="border: 1px solid black; height: 15px; width: 100%;"></div> | | | | | | | | | | | | | | | | | |
| 8. APPLICANT INFORMATION: | | | | | | | | | | | | | | | | | | | |
| * a. Legal Name: <div style="border: 1px solid black; padding: 2px;">Illinois Department of Transportation</div> | | | | | | | | | | | | | | | | | | | |
| * b. Employer/Taxpayer Identification Number (EIN/TIN): <div style="border: 1px solid black; padding: 2px;">37-1355033</div> | | * c. Organizational DUNS: <div style="border: 1px solid black; padding: 2px;">133600754</div> | | | | | | | | | | | | | | | | | |
| d. Address: | | | | | | | | | | | | | | | | | | | |
| <table style="width: 100%;"><tr><td style="width: 15%;">* Street1:</td><td><div style="border: 1px solid black; padding: 2px;">100 W. Randolph</div></td></tr><tr><td>Street2:</td><td><div style="border: 1px solid black; padding: 2px;">JRTC 6-600</div></td></tr><tr><td>* City:</td><td><div style="border: 1px solid black; padding: 2px;">Chicago</div></td></tr><tr><td>County:</td><td><div style="border: 1px solid black; padding: 2px;">Cook</div></td></tr><tr><td>* State:</td><td><div style="border: 1px solid black; padding: 2px;">Illinois</div></td></tr><tr><td>Province:</td><td><div style="border: 1px solid black; height: 15px; width: 100%;"></div></td></tr><tr><td>* Country:</td><td><div style="border: 1px solid black; padding: 2px;">UNITED STATES</div></td></tr><tr><td>* Zip / Postal Code:</td><td><div style="border: 1px solid black; padding: 2px;">60601-3229</div></td></tr></table> | | | | * Street1: | <div style="border: 1px solid black; padding: 2px;">100 W. Randolph</div> | Street2: | <div style="border: 1px solid black; padding: 2px;">JRTC 6-600</div> | * City: | <div style="border: 1px solid black; padding: 2px;">Chicago</div> | County: | <div style="border: 1px solid black; padding: 2px;">Cook</div> | * State: | <div style="border: 1px solid black; padding: 2px;">Illinois</div> | Province: | <div style="border: 1px solid black; height: 15px; width: 100%;"></div> | * Country: | <div style="border: 1px solid black; padding: 2px;">UNITED STATES</div> | * Zip / Postal Code: | <div style="border: 1px solid black; padding: 2px;">60601-3229</div> |
| * Street1: | <div style="border: 1px solid black; padding: 2px;">100 W. Randolph</div> | | | | | | | | | | | | | | | | | | |
| Street2: | <div style="border: 1px solid black; padding: 2px;">JRTC 6-600</div> | | | | | | | | | | | | | | | | | | |
| * City: | <div style="border: 1px solid black; padding: 2px;">Chicago</div> | | | | | | | | | | | | | | | | | | |
| County: | <div style="border: 1px solid black; padding: 2px;">Cook</div> | | | | | | | | | | | | | | | | | | |
| * State: | <div style="border: 1px solid black; padding: 2px;">Illinois</div> | | | | | | | | | | | | | | | | | | |
| Province: | <div style="border: 1px solid black; height: 15px; width: 100%;"></div> | | | | | | | | | | | | | | | | | | |
| * Country: | <div style="border: 1px solid black; padding: 2px;">UNITED STATES</div> | | | | | | | | | | | | | | | | | | |
| * Zip / Postal Code: | <div style="border: 1px solid black; padding: 2px;">60601-3229</div> | | | | | | | | | | | | | | | | | | |
| e. Organizational Unit: | | | | | | | | | | | | | | | | | | | |
| Department Name: <div style="border: 1px solid black; padding: 2px;">Illinois Department of Transpo</div> | | Division Name: <div style="border: 1px solid black; padding: 2px;">DPIT</div> | | | | | | | | | | | | | | | | | |
| f. Name and contact information of person to be contacted on matters involving this application: | | | | | | | | | | | | | | | | | | | |
| <table style="width: 100%;"><tr><td style="width: 30%;">Prefix: <div style="border: 1px solid black; padding: 2px;">Mr.</div></td><td style="width: 70%;">* First Name: <div style="border: 1px solid black; padding: 2px;">George</div></td></tr><tr><td colspan="2">Middle Name: <div style="border: 1px solid black; padding: 2px;">E</div></td></tr><tr><td colspan="2">* Last Name: <div style="border: 1px solid black; padding: 2px;">Weber</div></td></tr><tr><td colspan="2">Suffix: <div style="border: 1px solid black; height: 15px; width: 100%;"></div></td></tr></table> | | | | Prefix: <div style="border: 1px solid black; padding: 2px;">Mr.</div> | * First Name: <div style="border: 1px solid black; padding: 2px;">George</div> | Middle Name: <div style="border: 1px solid black; padding: 2px;">E</div> | | * Last Name: <div style="border: 1px solid black; padding: 2px;">Weber</div> | | Suffix: <div style="border: 1px solid black; height: 15px; width: 100%;"></div> | | | | | | | | | |
| Prefix: <div style="border: 1px solid black; padding: 2px;">Mr.</div> | * First Name: <div style="border: 1px solid black; padding: 2px;">George</div> | | | | | | | | | | | | | | | | | | |
| Middle Name: <div style="border: 1px solid black; padding: 2px;">E</div> | | | | | | | | | | | | | | | | | | | |
| * Last Name: <div style="border: 1px solid black; padding: 2px;">Weber</div> | | | | | | | | | | | | | | | | | | | |
| Suffix: <div style="border: 1px solid black; height: 15px; width: 100%;"></div> | | | | | | | | | | | | | | | | | | | |
| Title: <div style="border: 1px solid black; padding: 2px;">Bureau Chief</div> | | | | | | | | | | | | | | | | | | | |
| Organizational Affiliation: <div style="border: 1px solid black; padding: 2px;">Illinois Department of Transportation</div> | | | | | | | | | | | | | | | | | | | |
| * Telephone Number: <div style="border: 1px solid black; padding: 2px;">312-793-4222</div> | | Fax Number: <div style="border: 1px solid black; padding: 2px;">312-793-1251</div> | | | | | | | | | | | | | | | | | |
| * Email: <div style="border: 1px solid black; padding: 2px;">george.weber@illinois.gov</div> | | | | | | | | | | | | | | | | | | | |

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9. Type of Applicant 1: Select Applicant Type:

State Government

Type of Applicant 2: Select Applicant Type:

Type of Applicant 3: Select Applicant Type:

* Other (specify):

*** 10. Name of Federal Agency:**

-Passenger and Freight Railroad Programs

11. Catalog of Federal Domestic Assistance Number:

20.317

CFDA Title:

Capital Assistance To States - Intercity Passenger Rail Service

*** 12. Funding Opportunity Number:**

FR-IPR-09-001

* Title:

High-Speed Intercity Passenger Rail (HSIPR) Program: Track 3 - Planning

13. Competition Identification Number:

FR-IPR-09-001-010437

Title:

High-Speed Intercity Passenger Rail (HSIPR) Program: Track 3 - Planning

14. Areas Affected by Project (Cities, Counties, States, etc.):

*** 15. Descriptive Title of Applicant's Project:**

High-Speed Intercity Passenger Rail (HSIPR) Program: Track 3 - Planning for feasibility of 220 mph between Chicago and St. Louis.

Attach supporting documents as specified in agency instructions.

Application for Federal Assistance SF-424

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16. Congressional Districts Of:

* a. Applicant

* b. Program/Project

Attach an additional list of Program/Project Congressional Districts if needed.

17. Proposed Project:

* a. Start Date:

* b. End Date:

18. Estimated Funding (\$):

| | |
|---------------------|---------------------------------------|
| * a. Federal | <input type="text" value="5000000"/> |
| * b. Applicant | <input type="text" value="0"/> |
| * c. State | <input type="text" value="5000000"/> |
| * d. Local | <input type="text" value="0"/> |
| * e. Other | <input type="text" value="0"/> |
| * f. Program Income | <input type="text" value="0"/> |
| * g. TOTAL | <input type="text" value="10000000"/> |

*** 19. Is Application Subject to Review By State Under Executive Order 12372 Process?**

- ☐ a. This application was made available to the State under the Executive Order 12372 Process for review on
- ☐ b. Program is subject to E.O. 12372 but has not been selected by the State for review.
- ☒ c. Program is not covered by E.O. 12372.

*** 20. Is the Applicant Delinquent On Any Federal Debt? (If "Yes", provide explanation.)**

☐ Yes ☒ No

21. *By signing this application, I certify (1) to the statements contained in the list of certifications and (2) that the statements herein are true, complete and accurate to the best of my knowledge. I also provide the required assurances** and agree to comply with any resulting terms if I accept an award. I am aware that any false, fictitious, or fraudulent statements or claims may subject me to criminal, civil, or administrative penalties. (U.S. Code, Title 218, Section 1001)**

☒ ** I AGREE

** The list of certifications and assurances, or an internet site where you may obtain this list, is contained in the announcement or agency specific instructions.

Authorized Representative:

Prefix: * First Name:

Middle Name:

* Last Name:

Suffix:

* Title:

* Telephone Number: Fax Number:

* Email:

* Signature of Authorized Representative: * Date Signed:

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*** Applicant Federal Debt Delinquency Explanation**

The following field should contain an explanation if the Applicant organization is delinquent on any Federal Debt. Maximum number of characters that can be entered is 4,000. Try and avoid extra spaces and carriage returns to maximize the availability of space.

BUDGET INFORMATION - Non-Construction Programs

OMB Approval No. 0348-0044

SECTION A - BUDGET SUMMARY

| Grant Program Function or Activity (a) | Catalog of Federal Domestic Assistance Number (b) | Estimated Unobligated Funds | | New or Revised Budget | | |
|--|---|-----------------------------|-----------------|-----------------------|-----------------|-----------------|
| | | Federal (c) | Non-Federal (d) | Federal (e) | Non-Federal (f) | Total (g) |
| 1. HSIPR Program | 20.317 | \$5,000,000.00 | \$5,000,000.00 | \$5,000,000.00 | \$5,000,000.00 | \$10,000,000.00 |
| 2. Intercity Passenger Rail Ir | 20.317 | | | | | |
| 3. Intercity Passenger Rail Ir | 20.317 | | | | | |
| 4. Intercity Passenger Rail Ir | 20.317 | | | | | |
| 5. Totals | | \$5,000,000.00 | \$5,000,000.00 | \$5,000,000.00 | \$5,000,000.00 | \$10,000,000.00 |

SECTION B - BUDGET CATEGORIES

| 6. Object Class Categories | GRANT PROGRAM, FUNCTION OR ACTIVITY | | | | Total (5) |
|--|-------------------------------------|----------------------|----------------------|----------------------|-----------------|
| | (1) HSIPR Program | (2) Intercity Passen | (3) Intercity Passen | (4) Intercity Passen | |
| a. Personnel | | | | | |
| b. Fringe Benefits | | | | | |
| c. Travel | | | | | |
| d. Equipment | | | | | |
| e. Supplies | | | | | |
| f. Contractual | \$10,000,000.00 | | | | \$10,000,000.00 |
| g. Construction | | | | | |
| h. Other | | | | | |
| i. Total Direct Charges (sum of 6a-6h) | \$10,000,000.00 | | | | \$10,000,000.00 |
| j. Indirect Charges | | | | | |
| k. TOTALS (sum of 6i and 6j) | \$10,000,000.00 | | | | \$10,000,000.00 |
| 7. Program Income | | | | | |

Authorized for Local Reproduction

Standard Form 424A (Rev. 7-97)
Prescribed by OMB Circular A-102

SECTION C - NON-FEDERAL RESOURCES

| (a) Grant Program | (b) Applicant | (c) State | (d) Other Sources | (e) TOTALS |
|---|---------------|----------------|-------------------|----------------|
| 8. HSIPR Program | | \$5,000,000.00 | \$ | \$5,000,000.00 |
| 9. Intercity Passenger Rail Investment | | | | |
| 10. Intercity Passenger Rail Investment | | | | |
| 11. Intercity Passenger Rail Investment | | | | |
| 12. TOTAL (<i>sum of lines 8-11</i>) | | \$5,000,000.00 | | \$5,000,000.00 |

SECTION D - FORECASTED CASH NEEDS

| | Total for 1st Year | 1st Quarter | 2nd Quarter | 3rd Quarter | 4th Quarter |
|---|--------------------|----------------|----------------|----------------|----------------|
| 13. Federal | \$5,000,000.00 | \$1,250,000.00 | \$1,250,000.00 | \$1,250,000.00 | \$1,250,000.00 |
| 14. Non-Federal | \$5,000,000.00 | \$1,250,000.00 | \$1,250,000.00 | \$1,250,000.00 | \$1,250,000.00 |
| 15. TOTAL (<i>sum of lines 13 and 14</i>) | \$10,000,000.00 | \$2,500,000.00 | \$2,500,000.00 | \$2,500,000.00 | \$2,500,000.00 |

SECTION E - BUDGET ESTIMATES OF FEDERAL FUNDS NEEDED FOR BALANCE OF THE PROJECT

| (a) Grant Program | FUTURE FUNDING PERIODS (Years) | | | |
|---|--------------------------------|------------|-----------|------------|
| | (b) First | (c) Second | (d) Third | (e) Fourth |
| 16. HSIPR Program | | | | |
| 17. Intercity Passenger Rail Investment | | | | |
| 18. Intercity Passenger Rail Investment | | | | |
| 19. Intercity Passenger Rail Investment | | | | |
| 20. TOTAL (<i>sum of lines 16-19</i>) | | | | |

SECTION F - OTHER BUDGET INFORMATION

| | |
|--|-----------------------|
| 21. Direct Charges: \$10,000,000.00 | 22. Indirect Charges: |
| 23. Remarks: | |

OPHS-1 SF424B Assurances

Project Title: High-Speed Intercity Passenger Rail (HSIPR) Program: Track 3 - Planning fo
Project Period: 02/18/2009 to 02/28/2011
Application Organization Illinois Department of Transportation
Authorized Certifying Official: George E Weber
Title: Bureau Chief

☐ I DO NOT agree with the terms of the Signing Agreement

☒ I agree with the terms of the signing Agreement

Upload #1

| | |
|---------------------|--|
| Applicant: | Illinois Department of Transportation |
| Application Number: | IPR2009000057 |
| Project Title | High-Speed Intercity Passenger Rail (HSIPR) Program: Track 3 - Planning for feasibility of 220 mph between Chicago and St. Louis. |
| Status: | Submitted |
| Document Title: | 220 MPH appliation |

Project Name: Chicago-St. Louis 220mph HSR Date of Submission: 08/24/09 Version Number: 1

High Speed Intercity Passenger Rail (HSIPR) Program

Application Form

Track 3-Planning

Welcome to the Track 3-Planning Application for the Federal Railroad Administration's High Speed Intercity Passenger Rail (HSIPR) Program. Applicants for Track 3 are required to submit this Application Form and Supporting Materials (forms and documents) as outlined in Section G of this application and as detailed in the HSIPR Guidance.

We appreciate your interest in the program and look forward to reviewing your application. If you have questions about the HSIPR program or this application, please contact us at HSIPR@dot.gov.

Instructions:

- Please complete this document and provide any supporting documentation electronically.
- In the space provided at the top of each section, please indicate the project name, date of submission (mm/dd/yy) and the application version number. The distinct Track 3 Planning Project name should be less than 40 characters and follow the following format: State abbreviation-route or corridor name-project title (e.g., HI-Fast Corridor-Track Work IV).
- For each question, enter the appropriate information in the designated gray box. If a question is not applicable to your Planning Project, please indicate "N/A."
- Narrative questions should be answered concisely in the space provided.
- Applicants must upload this completed application form and any supporting documentation to www.GrantSolutions.gov by August 24, 2009 at 11:59pm EDT.
- Fiscal Year (FY) refers to the Federal Government's fiscal year (Oct. 1- Sept. 30).
- Please direct questions to: HSIPR@dot.gov

A. Point of Contact and Application Information

| | | | | |
|---|-------------------------|--|---------------------------|---|
| (1) Application Point of Contact (POC) Name: Mr. George E. Weber | | POC Title: Bureau Chief - Railroads | | |
| Street Address / City: 100 West Randolph Street, JRTC Suite 6-600 | City: Chicago | State: IL | Zip Code: 60601 | Telephone Number: (312)793-4222 |
| Fax: (312)793-1251 | | Email: george.weber@illinois.gov | | |

| (2) Name of lead State applying: IL <i>States are the only eligible applicants under Track 3</i> | | | | |
|---|----------------|----------------------------|--|-----------------------|
| (3) Name(s) of additional States applying in this group (if applicable): N/A | | | | |
| (4) Is this Planning Project related to additional applications for HSIPR funding? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Maybe If "Yes" or "Maybe" provide the following information: | | | | |
| Application Program/Project Name | Lead Applicant | Track | Total HSIPR Funding Requested (if known) | Status of Application |
| | | Track 1a - FD/Construction | \$ | Applied |
| | | Track 1a - FD/Construction | \$ | Applied |
| | | Track 1a - FD/Construction | \$ | Applied |
| | | Track 1a - FD/Construction | \$ | Applied |

Project Name: Chicago-St. Louis 220mph HSR Date of Submission: 08/24/09 Version Number: 1

B. Project Overview

(1) **Planning Project Name:** Chicago-St. Louis 220mph HSR

(2) **Which corridor service(s) is (are) the subject of the Planning Project (Corridor name, between which cities/stations, etc)? Please limit your response to 1,000 characters.**

Chicago to St. Louis, via Champaign, Decatur, Springfield on a new dedicated double-track alignment generally paralleling existing railroads.

(3) **Which of the following planning activities are proposed to be funded under the HSIPR Program?**

- ☒ Alternative Analysis Studies
☒ Service Development Planning
☒ "Service" or "Tier 1" NEPA
☐ Other (Please Describe):

(4) **Describe the service attributes of the Program/Project for which you are planning (check all that apply):**

- | | |
|--|---|
| <input type="checkbox"/> Additional Service Frequencies | <input type="checkbox"/> Improved On-Time performance on Existing Route |
| <input checked="" type="checkbox"/> New Service | <input checked="" type="checkbox"/> Increased Average Speeds/Shorter Trip Times |
| <input checked="" type="checkbox"/> Service Quality Improvements | <input checked="" type="checkbox"/> Other (Please Describe): New dedicated HSR alignment, parallel to existing freight tracks |

(5) **What are the anticipated start and end dates for this Planning Project? (mm/yyyy)**

Start Date: 11/2009

End Date: 7/2011

(6) **Total Cost of Planning Activity(s) (Year of Expenditure (YOE) Dollars*):** \$ 10,000,000

Of this amount, how much would come from the FRA HSIPR Program: (YOE Dollars)** \$ 5,000,000

* Year-of-Expenditure (YOE) dollars are inflated from the base year. Applicants should include their proposed inflation assumptions (and methodology, if applicable) in the supporting documentation

** This is the amount for which the applicant is applying.

(7) **Planning Project Overview. Please limit response to 4,000 characters.**

Please provide a description of work for the planning activities to be funded under the HSIPR Program, including:

- Component of a Service Development Plan



- Planning Tasks / Milestones
- Preparation of Documents, Including Expected Deliverables

Detail the nature of any studies to be conducted and the expected outcomes from these, including design, technical and field studies. Also include anticipated outreach and coordination efforts with the public, agencies, affected railroads, and property owners, as applicable.

This planning project would build on a feasibility study for a dedicated, 220mph high speed rail service between Chicago and St. Louis that was completed in May 2009. Similar to the California High Speed Rail program, it envisions use of current worldwide high speed rail technology to provide a completely grade separated electric double track railroad with trains operating at 220 mph for most of its length. Connections would be made at each station with local rail and bus transit systems. Connections with other Amtrak services would be made at Chicago, Champaign, Springfield, and St. Louis. Connections with the global aviation system would be made at the O'Hare Terminal station. The completed feasibility study identified the proposed parameters for many of the elements of a Service Development Plan (SDP): it developed a conceptual alignment, expected running times, frequencies, an initial concept to determine which at-grade crossings should be grade separated or closed, criteria for rolling stock and signals, as well capital cost for the infrastructure.

Tasks that would be accomplished under this grant would be to complete an Alternatives Analysis, develop ridership and benefits quantifications, complete conceptual engineering to update the infrastructure cost estimate, and complete a NEPA Tier 1 analysis for the corridor. As part of the NEPA process a stakeholder outreach would be conducted. Finally, a fleet analysis would be undertaken to determine the type, number, configuration, and cost of appropriate vehicles to provide the service over the dedicated corridor. It is expected that these tasks would be completed in 18 months resulting in deliverable reports that summarize project alternatives and document a Preferred Alternative selection. Also provided will be conceptual level engineering plans for the entire corridor from O'Hare Airport to Downtown St. Louis. The NEPA report deliverable contents will depend upon determination by the USDOT lead agency as to whether the corridor identified can be upgraded using a categorical exclusion, environmental assessment, or an environmental impact statement.

(8) Future Project Overview Narrative: Provide an overview of the main features and characteristics and milestones of the Program/Project that is the subject of the planning study, including a brief description of the items listed below. *Please limit response to 4,000 characters.*

- The location of the Program/Project (upload map if applicable)
- The intercity passenger rail service proposed (if applicable)
- The types of improvements under consideration/evaluation
- Connectivity and integration with other modes
- How the Program/Project supports the States' strategic transportation goals

The concept to be developed is for a dedicated passenger-only high speed railroad that would operate between Chicago stations at O'Hare Airport, Chicago Union Station, and McCormick Place, to the downtown St. Louis Gateway Transportation Center via Champaign, Decatur, and Springfield. This would tie the commercial center of the state with its major research and educational facility at the University of Illinois, its governing center at the capital in Springfield, and its largest midwestern neighbor city of St. Louis. The feasibility study completed in May 2009 found that the non-stop running time between Chicago and St. Louis would be 1 hour and 52 minutes, contrasting sharply with the existing auto, rail, and bus travel times of approximately 5 hours and limited air service comprising approximately 3 hours including airport processing

time.

The proposed line would be built almost entirely within the State of Illinois, significantly reducing coordination issues between states. It would allow direct access one of the busiest global airports in the country from a range of cities throughout the state. This would be accomplished by terminating the line at the planned Western Terminal at O'Hare (the railway station at the airport is already a component of the FAA accepted Airport Layout Plan). The plan includes direct access to Union Station and its myriad of transportation connections throughout the region including Amtrak intercity services, Metra regional rail services, and the Chicago Transit Authority's metropolitan distribution system using buses and rapid transit trains. It is also planned for any high speed rail trains to move to the proposed West Loop Transportation Center, adjacent to Union Station, which is key component of the Chicago 2020 master transportation plan. The plan also envisions a station at the massive McCormick Place Exhibition Center allow easy access for nationwide conferences from downstate cities and O'Hare. The stations at Champaign and Springfield would allow Illinois to function as singular extra-urban metropolitan area tying educational, research, and government functions with the commercial / business / transportation centers of Chicago. It would enable business people in the region to travel between any city in the region to any other and return the same day—as if they were doing no more than traveling between city and suburb or between suburbs of the same city.



Project Name: Chicago-St. Louis 220mph HSR Date of Submission: 08/24/09 Version Number: 1

C. Eligibility Information

- (1) Provide the percent age and amount of matching funds:** *Applications submitted under Track 3 require at least a 50% non-Federal match.*

Percentage: 50 %

Total Amount (YOE*): \$ 5,000,000

* Year-of-Expenditure (YOE) dollars are inflated from the base year. Applicants should include their proposed inflation assumptions (and methodology, if applicable) in the supporting documentation

- (2) Indicate the source, a mount and percent age of matching funds:**

| Non FRA Funding Sources | New or Existing Funding Source? | Status of Funding ¹ | Type of Funds | Dollar Amount (YOE Dollars) | % of Total Project Cost | Describe any uploaded supporting documentation to help FRA verify funding source |
|--|---------------------------------|--------------------------------|----------------|-----------------------------|-------------------------|---|
| Build Illinois Bond Fund | Existing | Committed | Illinois State | \$250,000 | 2.5% | Copy of relevant page from bill approved by state legislature and signed by the Governor. |
| Governor's Discretionary Transportation Planning Funds | New | Planned | Illinois State | \$4,750,000 | 47.50% | Will be forwarded as soon as received |
| | New | Committed | | | | |
| | New | Committed | | | | |

- (3) Is the planning activity included in the State's Statewide Transportation Improvement Program (STIP) at the time of application?** ☐ Yes ☒ No

If not, describe / explain: This is a new planning project. The STIP will be amended as appropriate.

¹ **Reference Notes:** The following categories and definitions are applied to funding sources:

Committed: Committed sources are programmed capital funds that have all the necessary approvals (e.g. legislative referendum) to be used to fund the proposed project without any additional action. These capital funds have been formally programmed in the State Rail Plan and/or any related local, regional, or state Capital Investment Program (CIP) or appropriation. Examples include dedicated or approved tax revenues, state capital grants that have been approved by all required legislative bodies, cash reserves that have been dedicated to the proposed project, and additional debt capacity that requires no further approvals and has been dedicated by the sponsoring agency to the proposed project.

Budgeted: This category is for funds that have been budgeted and/or programmed for use on the proposed project but remain uncommitted, i.e., the funds have not yet received statutory approval. Examples include debt financing in an agency-adopted CIP that has yet to be committed in their near future. Funds will be classified as budgeted where available funding cannot be committed until the grant is executed, or due to the local practices outside of the project sponsor's control (e.g., the project development schedule extends beyond the State Rail Program period).

Planned: This category is for funds that are identified and have a reasonable chance of being committed, but are neither committed nor budgeted. Examples include proposed sources that require a scheduled referendum, requests for state/local capital grants, and proposed debt financing that has not yet been adopted in the agency's CIP.



Project Name: Chicago-St. Louis 220mph HSR Date of Submission: 08/24/09 Version Number: 1

D. Public Return on Investment

(1) Project Benefits. Please limit response to 4,000 characters.

Describe the benefits that are anticipated to result from the planned investment which is subject to this planning activity, including the extent to which the activity may be expected to:

- Lead to benefits for intercity passenger rail including travel time reductions, increased frequencies, and enhanced service quality
- Address safety issues
- Address intercity passenger rail reliability issues
- Be integrated and complementary to the relevant comprehensive planning process (23 U.S.C. 135)
- Support livable communities
- Promote environmental quality and/or energy efficiency
- Provide other public benefits in a cost-effective manner

Construction of a dedicated HSR Chicago-St. Louis alignment over the proposed routing via Champaign-Decatur-Springfield would provide the region and the United States with a globally competitive facility used to enhance the marketability and resources of midwestern firms and labor force. The use of bifurcated existing railroad rights-of-way for the service will accrue the following benefits:

> Not only will the high speed passenger railroad be grade-separated, but the adjacent freight railroad will be grade separated at the same time, dramatically improving vehicle and pedestrian safety along the corridor

>The modal shift from autos alone will significantly reduce loss of life and injuries from auto accidents on the parallel interstate highways

>Reconstruction of the railroad corridors as part of the high speed rail program, eliminating grade crossings, will greatly reduce horn noise in the affected communities.

>The reconstruction of the freight railroad corridors will improve efficiency and average velocity of freight train movements along the corridor, helping reduce the overall cost of freight transportation in the midwest and the rest of the country.

Business opportunities and employment possibilities in the communities served will be greatly enhanced by the travel time reductions, increased passenger train frequencies, and improved connectivity with other transit systems.

The change from the current heavy use of fossil fuels for statewide transportation systems to electric propulsion (in a state with over half its power generated from nuclear facilities) will be profound since fossil fueled transportation system generate most of the greenhouse gases.

Cities along the corridor will be incentivized to provide Transit Oriented Development close to their high speed rail stations, which will become a major transportation nexus in the community.

Unlike many other national transportation improvements, Illinois high speed rail can be built for some of the lowest cost per mile in the industry due to the lack of requirements for major bridges, tunnels, and the generally flat terrain. In addition, the freight rail grade separations act

as a significant attractant to cities along the corridor to support the program.



Project Name: Chicago-St. Louis 220mph HSR Date of Submission: 08/24/09 Version Number: 1

E. Project Success Factors

(1) Planning Project Management Approach and Applicant Qualifications Narrative. *Please limit response to 4,000 characters.*

Describe qualifications of the applicant and its key partners to successfully complete the planning activities, including the following information:

- **Management Experience** – provide relevant information on experience in managing rail programs and planning activities of a similar size and scope to the one proposed in this application. Provide an organizational chart (or equivalent) that outlines the roles played by key Planning Project team members in completing activities as well as information on the role of contract support, engineering support and program management.
- **Financial Management Capacity and Capability**– provide relevant information on capability to absorb potential Planning Project cost overruns.
- **Risk Assessment** – provide a preliminary assessment of uncertainties within the planning process and possible mitigation strategies (consider grantee risk, funding risk, schedule risk and stakeholder risk).

Describe any areas in which you could use technical assistance, best practices, advice or support from others, including FRA.

The State of Illinois Department of Transportation has been involved with Amtrak intercity improvements since its inception. New train routes, frequencies, and equipment orders have been managed by the State and multimodal stations have been built throughout Illinois. The State DOT has managed massive highway construction programs, including the freeways along the proposed high speed rail corridor. Since 42% of the planned costs of the high speed rail corridor involve grade crossings being converted to grade separations, Illinois can draw on its experience in administering the FHWA Section 130 program and the assistance of the Illinois Commerce Commission who has been a key partner in evaluating and programming grade crossing improvements across the state.

Illinois DOT has administered hundreds of rail and highway projects while keeping a tight rein on costs and schedules. We have been ranked highly by FHWA for our ability to complete projects within the prescribed timeframe and budget. In addition, the State has a high bond rating and in the past has been able to absorb cost overruns if they occur on critical projects.

Since this application is for planning funds, risk assessment is not applicable, but risk will be a key component of the development of a sound high speed rail plan and assignment of risk will be analyzed as part of the NEPA process.

(2) Timeliness of Planning Project Completion: Provide a brief timeline for completion of key milestones within the period of performance for the planning activity. *Please upload a schedule if available. Please limit response to 2,000 characters.*

Describe the extent to which the planning activities will:

- Directly lead to project and/or Service Development Program applications
- Lead to NEPA for route selection

- Lead to completion of a Service Development Program
- Lead to construction and service delivery

The study components are expected to take 18 months to complete from Notice to Proceed depending upon the decision of which NEPA documentation path is to be used for the project.



Project Name: Chicago-St. Louis 220mph HSR Date of Submission: 08/24/09 Version Number: 1

F. Additional Information

- (1) Please provide any additional information, comments, or clarifications and indicate the section and question number that you are addressing (e.g., Section D, Question 3). *This section is optional.*

The feasibility study was funded by \$85,000 in grass roots contributions through the Midwest High Speed Rail Association demonstrating the level of commitment from ordinary citizens supporting this effort. Both Illinois legislative as well as gubernatorial support is evident in the proposed matching grants. This directly reflects the intent of the instructions for these planning fund applications posted in the Federal Register Vol 74, No. 119, Section 2.5.3



Project Name:

Date of Submission:

Version Number:

G. Summary of Application Materials

| Application Forms | Required | Optional | Reference | Description | Format |
|--|----------|----------|--------------------------------|---|--------|
| <input checked="" type="checkbox"/> Application Form | ✓ | | HSIPR Guidance Section 4.3.3.3 | This document to be submitted through <i>GrantSolutions</i> . | Form |

| Supporting Documents | Required | Optional | Reference | Description | Format |
|--|----------|----------|--------------------------|--|--------|
| <input checked="" type="checkbox"/> Planned Investment map | | ✓ | Application Question B.6 | Map of the Planned Investment location. Please upload into <i>GrantSolutions</i> . | None |

| Standard Forms | Required | Optional | Reference | Description | Format |
|---|----------|----------|--------------------------------|--|--------|
| <input type="checkbox"/> SF 424: Application for Federal Assistance | ✓ | | HSIPR Guidance Section 4.3.3.3 | Please submit through <i>GrantSolutions</i> | Form |
| <input type="checkbox"/> SF 424A: Budget Information-Non Construction | ✓ | | HSIPR Guidance Section 4.3.3.3 | Please submit through <i>GrantSolutions</i> | Form |
| <input type="checkbox"/> SF 424B: Assurances-Non Construction | ✓ | | HSIPR Guidance Section 4.3.3.3 | Please submit through <i>GrantSolutions</i> | Form |
| <input checked="" type="checkbox"/> FRA Assurances Document | ✓ | | HSIPR Guidance Section 4.3.3.3 | May be obtained from FRA's website at http://www.fra.dot.gov/downloads/admin/assurancesandcertifications.pdf . The document should be signed by an authorized certifying official for the applicant. Submit through <i>GrantSolutions</i> . | Form |

PRA Public Protection Statement: Public reporting burden for this information collection is estimated to average 32 hours per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. According to the Paperwork Reduction Act of 1995, a federal agency may not conduct or sponsor, and a person is not required to respond to, nor shall a person be subject to a penalty for failure to comply with, a collection of information unless it displays a currently valid OMB control number. The valid OMB control number for this information collection is **2130-0583**.



Upload #2

| | |
|---------------------|--|
| Applicant: | Illinois Department of Transportation |
| Application Number: | IPR2009000057 |
| Project Title | High-Speed Intercity Passenger Rail (HSIPR) Program: Track 3 - Planning for feasibility of 220 mph between Chicago and St. Louis. |
| Status: | Submitted |
| Document Title: | Assurances & Certifications |

**U.S. Department of Transportation
Federal Railroad Administration**

**Certifications Regarding Debarment, Suspension and Other Responsibility Matters,
Drug-Free Workplace Requirements and Lobbying**

**PART A: Certification Regarding Debarment, Suspension and Other Responsibility Matters – Primary Covered Transactions
(Pursuant to 2 CFR Part 180)**

- (1) The grantee certifies to the best of its knowledge and belief, that it and its principles:
 - (a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded by any Federal department or agency;
 - (b) Have not within a three-year period preceding this application been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;
 - (c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and
 - (d) Have not within a three-year period preceding this application had one or more public transactions (Federal, State or local) terminated for cause or default.
- (2) Where the grantee is unable to certify to any of the statements of this certification, he or she shall attach an explanation to this application.

PART B: Certification Regarding Drug-Free Workplace Requirements (Pursuant to 49 CFR Part 32)

- A. The grantee certifies that it will or continue to provide a drug-free workplace by:
- (a) Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession, or use of a controlled substance is prohibited in the grantee's workplace and specifying the actions that will be taken against employees for violation of such prohibition;
 - (b) Establishing an ongoing drug-free awareness program to inform employees about—
 - (1) The dangers of drug abuse in the workplace;
 - (2) The grantee's policy of maintaining a drug-free workplace;
 - (3) Any available drug counseling, rehabilitation, and employee assistance programs; and
 - (4) The penalties that may be imposed upon employees for drug abuse violations occurring in the workplace;
 - (c) Making it a requirement that each employee to be engaged in the performance of the grant be given a copy of the statement required by paragraph (a);

- (d) Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will—
 - (1) Abide by the terms of the statement; and
 - (2) Notify the employer in writing of his or her conviction for a violation of criminal drug statute occurring in the workplace no later than five calendar days after such conviction;
- (e) Notifying the agency in writing, within ten calendar days after receiving notice under subparagraph (d)(2) from an employee or otherwise receiving actual notice of such conviction. Employers of convicted employees must provide notice, including position title, to every grant officer on whose grant activity the convicted employee was working, unless the Federal agency has designated a central point for the receipt of such notices. Notice shall include the identification number(s) of each affected grant;
- (f) Taking one of the following actions, within 30 calendar days of receiving notice under subparagraph (d)(2), with respect to any employee is so convicted—
 - (1) Taking appropriate personnel action against such an employee, up to and including termination, consistent with the requirements of the Rehabilitation Act of 1973, as amended; or
 - (2) Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, State, or local health, law enforcement, or other appropriate agency;
- (g) Making a good faith effort to continue to maintain a drug-free workplace through implementation of paragraphs (a), (b), (c), (e) and (f).

B. The grantee may insert in the space below the site(s) for the performance of work done in connection with the specific grant:

Place of Performance (Street address, city, county, state, zip code)

Check ☐ if there are workplaces on file that are not identified here.

PART C: Certification Regarding Lobbying (Pursuant to 49 CFR Part 20)

CHECK ☐ IF APPLICABLE
 CERTIFICATION IS FOR THE AWARD OF A GRANT OR COOPERATIVE AGREEMENT EXCEEDING
 \$100,000
 OR
 A FEDERAL LOAN EXCEEDING \$150,000

The undersigned certifies, to the best of his or her knowledge and belief, that:

- (1) No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of an agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.

- (2) If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.
- (3) The undersigned shall require that the language of this certification be included in the award document for all subawards at all tiers (including subcontracts, subgrants, and contracts under grants, loans, and cooperative agreements) and that all subrecipients shall certify accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by 31 USC 1352. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

As the authorized certifying official, I hereby certify that the certifications in Parts A, B, and C (if C is applicable) are true.



SIGNATURE OF AUTHORIZED CERTIFYING OFFICIAL

George Weber - Bureau Chief

TYPED NAME AND TITLE

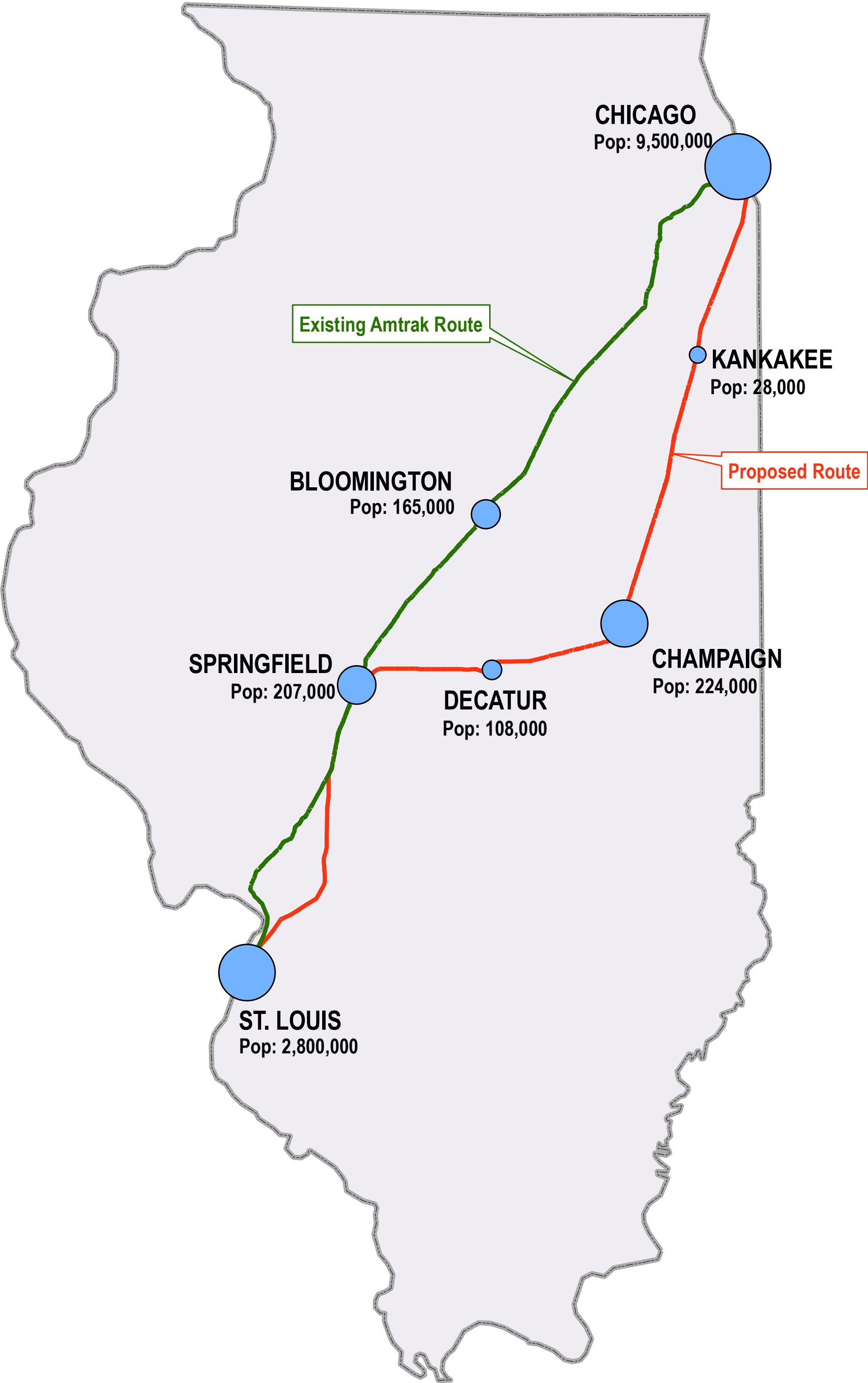
08/21/2009

DATE

Upload #3

| | |
|---------------------|--|
| Applicant: | Illinois Department of Transportation |
| Application Number: | IPR2009000057 |
| Project Title | High-Speed Intercity Passenger Rail (HSIPR) Program: Track 3 - Planning for feasibility of 220 mph between Chicago and St. Louis. |
| Status: | Submitted |
| Document Title: | 220 MPH Map |

Chicago - St. Louis
Intermediate Cities In Corridors Reviewed
Current Populations



Upload #4

| | |
|---------------------|--|
| Applicant: | Illinois Department of Transportation |
| Application Number: | IPR2009000057 |
| Project Title | High-Speed Intercity Passenger Rail (HSIPR) Program: Track 3 - Planning for feasibility of 220 mph between Chicago and St. Louis. |
| Status: | Submitted |
| Document Title: | Attachment to 424 Section 16 |

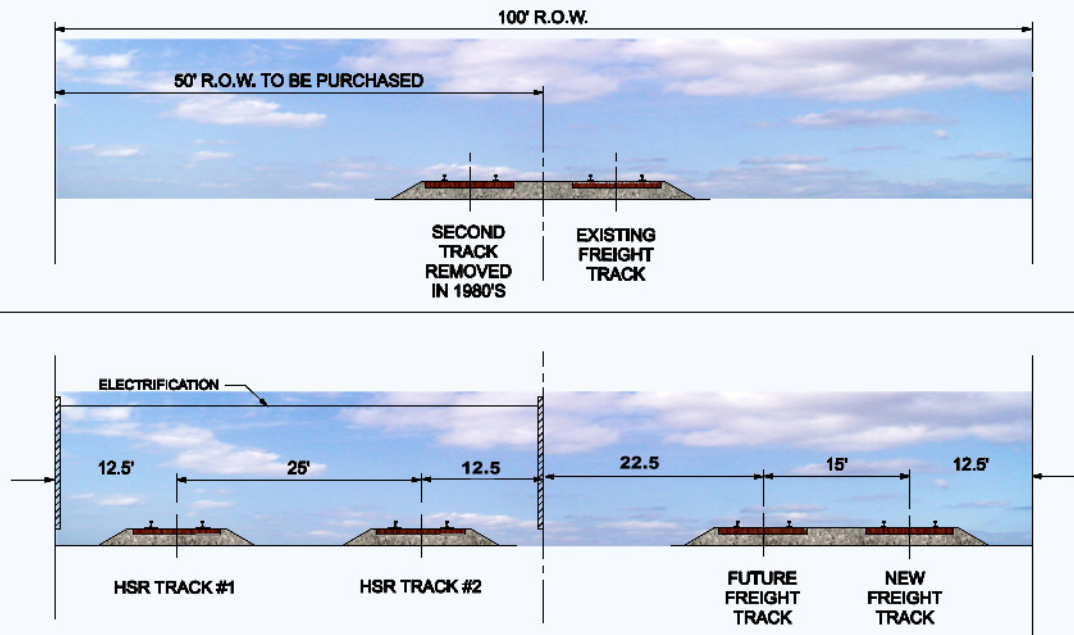
Illinois Congressional Districts
220 MPH Service
Chicago-Champaign-Decatur-Springfield-St. Louis

12 -15-17-18-19

Upload #5

| | |
|---------------------|--|
| Applicant: | Illinois Department of Transportation |
| Application Number: | IPR2009000057 |
| Project Title | High-Speed Intercity Passenger Rail (HSIPR) Program: Track 3 - Planning for feasibility of 220 mph between Chicago and St. Louis. |
| Status: | Submitted |
| Document Title: | 220 Cross Sections |

**PROPOSED TYPICAL UTILIZATION OF
EXISTING RAIL R.O.W FOR HIGH SPEED RAIL**



Upload #6

| | |
|---------------------|--|
| Applicant: | Illinois Department of Transportation |
| Application Number: | IPR2009000057 |
| Project Title | High-Speed Intercity Passenger Rail (HSIPR) Program: Track 3 - Planning for feasibility of 220 mph between Chicago and St. Louis. |
| Status: | Submitted |
| Document Title: | Illinois Legislation |

AN ACT concerning appropriations.

**Be it enacted by the People of the State of Illinois, represented
in the General Assembly:**

Article 0.5

Section 5. If and only if Senate Bill 1197 of the 96th General Assembly becomes law, then "An Act concerning appropriations" (Senate Bill 1197 of the 96th General Assembly) is amended by changing Section 5 of Article 1, by renumbering Article 44 as Article 43, and by renumbering the first Article 45 as Article 44 as follows:

(09600SB1197ham002, Art. 1, Sec. 5)

Sec. 5. "Operational expenses" defined. For the purposes of this ~~amendatory Act of the 96th General Assembly~~, the term "operational expenses" includes the following items:

- (a) Personal services;
- (b) State contributions to Social Security;
- (c) Group Insurance;
- (d) Contractual services, specifically including, without limitation, professional and artistic services; and the phrase "except that professional and artistic services shall not be included in the definition of "operational expenses""

Section 1975. The sum of \$1,000,000, or so much thereof as may be necessary, is appropriated from the Build Illinois Bond Fund to the Department of Commerce and Economic Opportunity for a grant to the City of Chicago for costs associated with arterial street resurfacing located on West 55th, West 47th, and South Kildare from 40th Street to South 47th Street in the 14th Ward.

Section 1980. The sum of \$500,000, or so much thereof as may be necessary, is appropriated from the Build Illinois Bond Fund to the Department of Commerce and Economic Opportunity for a grant to the City of Chicago for costs associated with the purchase and installation of street lighting in the 23rd Ward.

Section 1985. The sum of \$100,000, or so much thereof as may be necessary, is appropriated from the Build Illinois Bond Fund to the Department of Commerce and Economic Opportunity for a grant to the Chicago Park District for costs associated with infrastructure improvements at Archer Park.

Section 1990. The sum of \$250,000, or so much thereof as may be necessary, is appropriated from the Build Illinois Bond Fund to the Department of Commerce and Economic Opportunity for a grant to the Midwest High Speed Rail Association for costs

associated with engineering and study work related to high speed rail.

Section 1995. The sum of \$500,000, or so much thereof as may be necessary, is appropriated from the Build Illinois Bond Fund to the Department of Commerce and Economic Opportunity for a grant to the Town of Cicero for costs associated with the purchase and installation of street lighting.

Section 2000. The sum of \$50,000, or so much thereof as may be necessary, is appropriated from the Build Illinois Bond Fund to the Department of Commerce and Economic Opportunity for a grant to the Chicago Public Schools 299 for costs associated with renovation and improvements to the facility at Sandoval School.

Section 2005. The sum of \$25,000, or so much thereof as may be necessary, is appropriated from the Build Illinois Bond Fund to the Department of Commerce and Economic Opportunity for a grant to the Chicago Public Schools 299 for costs associated with renovation and improvements to the facility at Peck School.

Section 2010. The sum of \$25,000, or so much thereof as may be necessary, is appropriated from the Build Illinois Bond